

FLYING LINES

1411 BRYANT AVENUE
COTTAGE GROVE, OREGON 97424

EDITOR: JOHN THOMPSON
PUBLISHER: MIKE HAZEL

May, 1980 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 13

FIRST ANNIVERSARY ISSUE

REGIONALS FEVER!!!

It's May.

This is the month of the event that Northwest control-line modelers wait for like most normal people wait for Christmas. The month of the Northwest Regional Control Line Championships. This year's dates are May 24 and 25, and the location as usual is Mahlon Sweet Airport at Eugene, Ore.

The 1980 Regionals will feature every major control-line competition event: three classes of Navy carrier, three classes of combat, four classes of racing, precision aerobatics, and nine classes of speed competition.

As always, the Regionals will award both prizes and trophies for all winners. This year's prize list will be better than ever, based on material received from contest donors so far. In addition, Contest Director Gene Pape is going even further, lining up an impressive array of purchased prizes. Engines, kits and all kinds of supplies will be offered.

The Regionals is not just a competition, but a model aviation "happening." It is of interest not only to the competitor but to the casual sport flier as well. Even those who don't compete can have two full days of enjoyment watching the events, looking at airplanes, talking to the experts and just generally getting charged up about the hobby.

For those who've never made it to the Regionals, here is more information:

The contest is flown at a five-acre field with one paved circle, one domed grass circle, one flat carrier circle with a newly-refinished deck this year provided by the Eugene Propspinners, and three more flat circles for combat and practice.

Both competitors and spectators can camp on the site. There is recreational vehicle parking space, and bleachers for spectators. Rest room facilities will be open near by. A concession truck will be on hand and a fully-stocked hobby shop with bargain prices spends both days at the field.

There are a couple of new twists this year. For the first time, an unofficial mouse race event, with its own prizes, will be flown Saturday evening after the conclusion of the day's regular activities.

Scale competition was dropped from the schedule this year because of poor participation in the past couple years, but the decision can be reversed. Scale will be run if advance entries are received. Anyone who plans to compete in scale at this year's Regionals should contact the contest director immediately.

A new twist on prizes: As in the past, the first place winners get their choice of prizes in an order based on the number of entries in each event, then second places, etc. In addition, this year at least one event will have its own prizes. Shadow Racing, the firm of the internationally famous team racer Walt Perkins, has donated six glass Goodyear props, one for each placing entry in junior-senior and open Goodyear racing.

Two new unofficial events will spice up the competition at this year's Regionals. $\frac{1}{2}$ A mouse race will be run in two classes on Saturday evening after the conclusion of the regular events. Bob Kampmann is coming up from Orangeville, Calif., to run the event. 42' single-strand .008 lines, AMA rules.

The other unofficial event will be $\frac{1}{2}$ A combat, run by the CLAMS club of Astoria, Bill Varner, event director. The $\frac{1}{2}$ A event will be run on a "when time permits" basis, as agreed upon by the competitors. Lines will be .012" by 35'. Both unofficial events will have their own entry fees and prizes.

The Regionals typically draws the Northwest's best and most competitors, along with a good crowd from other areas. If you plan to attend any contests at all this year, the Regionals is a must!

Anybody who would like to volunteer to help run the thing would be welcomed with open arms. The Regionals is truly a regional production, and help is sought from all Northwest modeling groups. Contact Gene Pape at 4520 Souza St., Eugene, Ore., 97402, (503) 689-1623. It's impossible to get too many helpers.

DRIZZLERS FINISH ANOTHER BUSY WINTER

The second Northwest Sport Race Drizzle Circuit concluded April 13, again providing the participants with excuses to get out flying in wintertime and get a lot of fun, action and practice. In the circuit's second year a total of 22 persons entered (down from last year's 32), including several newcomers to competition.

They flew 47 preliminary heats and five feature races, using a three-heat system for sport race. In addition, contests featured secondary events, including mouse race, $\frac{1}{2}$ A combat, Goodyear, slow combat and AMA combat.

Observers noted a wider spread in times this year, partly due to the increasing difficulty in obtaining the most successful NWSR engines. Discussion at the conclusion of the last contest indicated many are optimistic that the proposed change to an all-Fox .35 NWSR (which seems to be gaining widespread support) will even out that competition disparity.

One note that probably is good news as well as bad, is that most competitors went into the 1980 circuit with a more relaxed attitude than the previous year and there was a lot of good humor and good sportsmanship involved. Entries included a biplane, a high-winged monoplane and a V-tail job for variety, as well as the usual bushel of Kingmasters and Yak-9s. Unfortunately there were some thrills and spills characteristic of NWSR and a number of planes died young (most, it seemed, at one contest). A timing foulup caused one hearty beef but the pilots walked away still friends, we think. It wouldn't be competition without at least one annual yell at the refs.

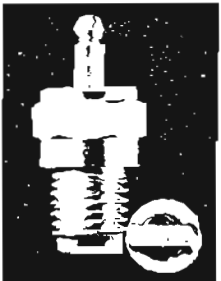


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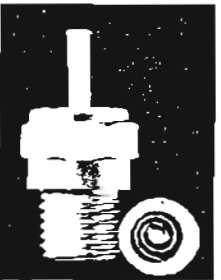
Racing Model

The GloBee racing plug is available in short (GB-1S) and long (GB-1L) versions. In these models the tip glass virtually fills the cavity, so there is no lost chamber volume. For consistent starts, a voltage of 1.2 to 1.8v (measured with the battery connected to the plug) is recommended. As the first GloBee developed, these racing plugs compiled an enviable record on the 1975 tournament trail and are now being used by championship racers across the country.



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DRIZZLERS, continued

The bright spots included several teams showing consistency and proving that practice (attending contests if nothing else) makes perfect. In one contest, the almost impossible occurred -- in nine heats of racing, not a single plane failed to finish a heat.

Trophies for grand championship and fastest heat were carried off by John Thompson of Cottage Grove, Ore., who had a completely trouble-free season using a Ringmaster and K&B .35 combination. He carried around a backup plane all year and never had to put a prop on it. Thompson turned the circuit's fastest heat of 4:02 and fast feature of 8:17 (neither are NWSR records). He won 13 heats, made the feature all five times and won four. He finished all 15 heats he entered. Thompson was second in the first race and won the last four. He pitted the plane with Mike Hazel, fellow Nitroholics Racing Team member, doing most of the piloting. Jim Cameron, Gene Pape and Tom Knoppi also piloted at various times. Bruce Guenzler and Rod Watson assisted in the pits.

Hazel, last year's circuit winner, was the victim of two devastating crashes and competed in only three races.

Second in the circuit and chasing Thompson all the way was Rich Schaper of Kelso, Wash., who also made it into all five feature races using a Ringmaster and Fox .36. Schaper's best time was 4:25 for a heat and 9:08 for a feature. He was very consistent, running eight of his 15 heats in the 4:25 to 4:34 range. Schaper finished third, fourth, third, second and second in the features, with pitting ably handled by John Clemans of Kelso. Schaper won eight preliminary heats and finished all 15.

Third place went to Richard Simpson of the Simpson family racing team from Silverton, Ore. The Simpsons, Roger, John and Richard, had a lot of hard luck this season but continued to be a strong contender in any race they entered. Richard, the circuit's top junior, won first place in the opener and was third in the second feature race. He won three preliminary heats and finished eight. Roger pitted the plane, along with his own entry, which was flown by John. The team used Ringmasters and Yak-9s, all with K&B .35 power.

Season-ending discussion opened up several new ideas for organizing next year's circuit, and a questionnaire may be included in a future issue of FL. Among options discussed are to run the circuit again the same way, with a different secondary event each time, or to run a two-event circuit, incorporating the new proposed Northwest Slow Rat event. The new event would be one for current sport race engines with relaxed airplane requirements (shutoffs, fastfills, hot gloves, etc.)

Speaking of secondary events, here are the winners from the 1980 LC: Mouse Class I, Dave Green, Astoria, Ore.; 1/4A combat, Class I, Keith Iwanski, Tacoma, Wash.; 3/4A combat Class II, Iwanski; slow combat, John Thompson, Cottage Grove, Ore.; AMA combat, Gene Pape, Eugene, Ore.; Goodyear, Mike Hazel, Eugene, Ore.

See below for complete circuit statistics.

EUGENE DC FINALE IS AN ALL-RACE DAY

The racers brought out their Goodyear planes for the first time this year to warm up for the final contest in the 1980 Drizzle Circuit.

Old pro Mike Hazel motored through the traffic to preserve a win in the scale racing event, which featured a round robin of two heats for each of the five entries. Hazel turned in heat times of 4:02 and 4:03, with John Thompson piloting, and a 9:58 feature.

Second place went to Dave Green, whose feature was problematical but whose 3:28 heat was way ahead of the competition. The time established a Northwest record under the new 60-foot line rules. Jim Cameron piloted. Roger Simpson finished third in his first Goodyear race.

FAI team race was on the schedule, but only one participant showed up. Dick Salter had a discouraging day when his team racer failed to work, his Goodyear developed problems before the start of the race, and even his sport racer gave him trouble. Tom Knoppi, the team race fanatic from Seattle, did not make it to the contest. Here's hoping all of us who are curious about diesels get to see a race some day, now that there's two potential entries.

Northwest Sport Race was a smooth and nearly trouble-free affair, with John Thompson winning in a feature time of 8:31. Dave Green posted the day's fastest heat with a 4:24 using a K&B .35 and Yak-9. Junior entrant Bruce Guenzler of Cottage Grove finished fifth using a Ringmaster and K&B greenhead in only his second NWSR.

Since competition got over ahead of schedule and the day was balmy, there was some sport flying to follow. Mike Hazel and Jim Cameron gave a leap-frogging double flying demonstration with two throttled sport planes. Gene Pape and John Thompson followed with a demonstration of the new sport combat event that Gene has cooked up. They, along with Bill Varner, used the same two planes for a half dozen matches. They would have kept going if Thompson hadn't stepped on the tail of his airplane. (See elsewhere in the newsletter for Gene's idea of how to put the fun back in combat.)

COMPLETE RESULTS OF NWSR DRIZZLE CIRCUIT CONTEST No. 5
 April 13, 1980, Eugene, Ore.

FEATURE RACE

1. John Thompson. . . 8:31 -- 11 champ. points + 3 heats finished = 14 pts.
 (Ringmaster, K&B .35)
2. Rich Schaper . . . 9:08 -- 10 + 3 = 13 (Ringmaster, Fox .36)
3. Jim Cameron. . . . 9:13 -- 9 + 3 = 12 (Yak-9, K&B .35)
4. Dave Green 10:19 -- 8 + 3 = 11 (Yak-9, K&B .35)

HEAT WINNERS

Round 1: Jim Cameron, John Thompson, Roger Simpson Fastest heat:
 Round 2: Thompson, Bruce Guenzler, Dave Green 4:24 (Green)
 Round 3: Schaper, Thompson

FAI TEAM RACE

One entry, did not fly because of tank problems

GOODYEAR

	FEATURE	HEAT	HEAT	PLANE	ENGINE
1. Mike Hazel	9:58	4:02	4:03	hickey Rat	Cox Conquest .15
2. Dave Green	13:12	7:24	3:28	Rickey Rat	Cox Conquest .15
3. Roger Simpson	130 lps	4:28	4:21	Zipper	Cox Conquest .15
4. Jim Cameron	85 laps	5:54	5:47	Rickey Rat	Cox Conquest .15
5. John Thompson	--	47 lps	4:09	Midget Must.	Cox Conquest .15

NORTHWEST SPORT RACE 1980 DRIZZLE CIRCUIT FINAL STATISTICS

CONTESTS

	WINNING TIME	BEST HEAT
1. Portland, Ore., Dec. 9, 1979, 12 entries	8:55	4:20
2. Astoria, Ore., Feb. 10, 1980, 12 entries	8:19	4:02
3. Seattle, Wash., March 9, 1980, 15 entries	8:49	4:23
4. Portland, Ore., March 23, 1980, 8 entries	8:17	4:15
5. Eugene, Ore., April, 13, 1980, 11 entries	8:31	4:24

POINT STANDINGS

1. John Thompson. 72
2. Rich Schaper 64
3. Richard Simpson. 30
4. Jim Cameron. 22
5. Tom Knoppi 19
- Roger Simpson. 19
7. Mike Hazel 17
- Dave Green 17
9. Dan Burdick. 14
10. Dick Salter 9
- Bill Varner 9
12. Dave Mullens. 8
13. Paul Wallace. 6
- Bruce Guenzler. 6
15. Jeff Young. 4
16. Gary Stevens. 3
17. Don Zipoy 2
- Dick McConnell. 2
- Mike Biderbost. 2
20. Keith Iwanski 1
- Gene Pape 1
22. Jim Fuller. 0

1980 "BESTS"

Fast Heat: 4:02 (John Thompson)
 Fast Feature: 8:17 (John Thompson)
 Preliminary Heats Won: 13 (Thompson)
 Prelim. Heats Finished: 15 (R. Schaper,
 J. Thompson)
 Top Junior: Richard Simpson, 30 points

PRELIMINARY HEAT WINNERS

- | |
|----------------------------|
| John Thompson. 13 |
| Rich Schaper 8 |
| Roger Simpson. 6 |
| Mike Hazel 3 |
| Richard Simpson. 3 |
| Jim Cameron. 3 |
| Tom Knoppi 2 |
| Dick Salter. 2 |
| Don Zipoy. 1 |
| Mike Biderbost 1 |
| Dick McConnell 1 |
| Dan Burdick. 1 |
| Dave Mullens 1 |
| Bruce Guenzler 1 |
| Dave Green 1 |

PRELIMINARY HEAT FINISHERS

(Top 10 -- 15 heats possible)

- | |
|----------------------------|
| John Thompson. 15 |
| Rich Schaper 15 |
| Roger Simpson. 10 |
| Dick Salter. 9 |
| Bill Varner. 9 |
| Dave Mullens 8 |
| Richard Simpson. 8 |
| Jim Cameron. 8 |
| Mike Hazel 6 |
| Paul Wallace 6 |
| Bruce Guenzler 6 |

FINALISTS (5 times possible)

- | |
|-----------------------------|
| John Thompson 5 |
| Rich Schaper. 5 |
| Richard Simpson 2 |
| Jim Cameron 2 |
| Dave Green. 2 |
| Roger Simpson 1 |
| Mike Hazel. 1 |
| Dan Burdick 1 |
| Tom Knoppi. 1 |

The Drizzle Circuit was organized by Flying Lines and individual contests were put on with the cooperation of the Eugene Propspinners, North Coast Control Line Aeromodelers' Society (CLAMS), Portland Aeroliners and Seattle Skyraiders.

Statistics following are provided to give competitors a season-long look at their performances over time.

INDIVIDUAL STATISTICS

<u>Contestant</u>	<u>Heats</u>			<u>Features</u>	<u>Race</u>
Dave Green Astoria, Ore.	DQ	53 laps	13 laps	--	Portland 1
	54 laps	--	--	--	Astoria
	6:24	5:04	5:17	12:05	Portland 2
	4:55	4:24	6:21	10:09	Eugene
Mike Hazel Eugene, Ore.	4:27	33 laps	--	--	Portland 1
	4:43	4:31	4:25	9:04	Astoria
	4:52	5:07	½ lap	--	Seattle
Tom Knoppi Seattle, Wash.	5:35	5:45	4:42	--	Portland 1
	4:39	4:31	1 lap	10:23*	Seattle
Dave Mullens Seattle, Wash.	5:31	5:44	6:39	--	Portland 1
	6:06	6:24	5:49	--	Astoria
	5:49	DQ	6:16	--	Seattle
Dick Salter Seattle, Wash.	5:38	5:26	5:21	--	Portland 1
	6:00	6:08	7:47	--	Seattle
	5:09	5:17	7:33	--	Portland 2
	No time	No time	--	--	Eugene
Rich Schaper Kelso, Wash.	8:06	4:27	4:27	9:30	Portland 1
	4:33	4:25	4:26	9:26	Astoria
	4:34	6:41	5:25	8:58*	Seattle
	4:33	4:45	5:06	9:37	Portland 2
	5:31	4:27	4:40	9:08	Eugene
Richard Simpson Silverton, Ore.	5:36	4:20	4:31	8:55	Portland 1
	4:40	6:01	4:17	9:13	Astoria
	24 laps	5:25	42 laps	--	Seattle
	DQ	37 laps	--	--	Eugene

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DC STATISTICS, continued

Roger Simpson Silverton, Ore.	4:26 DQ 6:12 4:40 4:47	4:35 DQ 4:43 5:09 No time	4:34 5:03 5:38 4:29 --	10:43 -- -- -- --	Portland 1 Astoria Seattle Portland 2 Eugene
Gary Stevens Seattle, Wash.	5:12 41 laps	5:23 --	4:28 --	-- --	Portland 1 Seattle
John Thompson Cottage Grove, Ore.	5:23 4:31 4:25 4:15 4:37	4:36 4:02 5:35 4:20 4:26	4:35 4:10 4:23 4:20 4:36	9:15 8:19 8:49 8:17 8:31	Portland 1 Astoria Seattle Portland 2 Eugene
Bill Varner Astoria, Ore.	27 laps 6:08 6:30 4:59 7:02	-- 5:57 -- 4:47 5:18	-- 4:57 -- 5:48 39 laps	-- -- -- -- --	Portland 1 Astoria Seattle Portland 2 Eugene
Jeff Young Florence, Ore.	6:50 6:05	47 laps 4:55	-- 4:44	-- --	Portland 1 Astoria
Jim Cameron Seaside, Ore.	4:19 4:44 5:19	45 laps 4:41 5:05	4:46 4:43 4:46	-- 103 laps 9:13	Astoria Portland 2 Eugene
Paul Wallace Cottage Grove, Ore.	6:17 6:00	8:43 5:12	7:29 5:01	-- --	Astoria Eugene
Keith Iwanski Tacoma, Wash.	9:17	2 laps	--	--	Astoria
Don Zipoy Seattle, Wash.	22:44	11:53	6:30	--	Seattle
Dan Burdick Seattle, Wash.	65 laps	9:12	5:10	12:54	Seattle
Jim Fuller Seattle, Wash.	37 laps	38 laps	22 laps	--	Seattle
Dick McConnell Seattle, Wash.	5:20	12:26	59 laps	--	Seattle
Mike Biderbost Seattle, Wash.	7:13	7:43	6:34	--	Seattle
Bruce Guenzler Cottage Grove, Ore	7:32 5:23	6:04 5:13	5:31 5:29	-- --	Portland 2 Eugene
Gene Pape Eugene, Ore.	43 laps	9:21	68 laps	--	Eugene

*Disputed times, stopwatch malfunction

CORVALLIS MISSION SPREADS THE CONTROL LINE WORD

There we were! RC on the right of us, RC on the left of us, RC buzzing overhead. And we survived, and maybe even attracted a few control-line buffs.

The occasion was the control-line demonstration organized by Flying Lines and put on in conjunction with the Benton County RC Show at the invitation of the Benton County RC club. The site was the Benton County Fairgrounds, April 12.

A crew of six CL fliers turned up to show off the various kinds of flying available to those without the inclination or the budget to "fly by their thumbs." The participants were a little apprehensive at first when it became clear there was no suitable flying site. Being hard to discourage, the Ukies agreed to do their best on a field mixed with rock-hard dirt, large stones and gravel.

Participants included Rich Schaper of Kelso, Wash., Jim Cameron of Seaside, Ore., Bill Varner of Astoria, Ore., Rich Porter of Stayton, Ore., John Thompson and Bruce Guenzler of Cottage Grove, Ore.

Varner and Thompson each put up several single flights with AMA combat ships and then did a couple of "mock combat" matches. They tied streamers on the planes and then maneuvered like maniacs, keeping carefully away from any real close calls to avoid the danger of a flyaway before the crowd of watchers.

Jim Cameron put up several flights on a flashy throttled stunt plane, including numerous touch-and-go landings on a 30-foot patch of smooth ground. Rich Porter turned in an impressive stunt pattern on his huge JA stunter. Thompson put up several flights on a decorated Flite Streak. Rich Schaper and Bruce Guenzler assisted all fliers in the pits. Rich brought his competition

stunt plane for display but was unable to fly it because of field conditions.

It is hoped that a few new persons were interested in CL flying by the demonstration. Even if not, the participants didn't mind putting on the show. With temperatures around 80 degrees, and not a breath of wind, there couldn't have been a better day for just getting out and flying.

GREEN WINS THE FOX .35; TUTOR KIT OFFERED NEXT

Dave Green of Astoria, Ore., was the lucky winner of a Fox .35 in the first Flying Lines raffle. Leave it to a guy who owns eight Fox .35s to win another one.

The drawing was made April 21 by blindfolded Heather Thompson, 4, who has been appointed the official raffle ticket plucker. The engine was shipped the same day.

Now, it's time to line up for the second FL raffle.

This time, the prize is a Top Flite Tutor profile aerobatic trainer.

Proceeds from the FL raffles go to support continued publication of the newsletter. Cost of tickets has been reduced for the second raffle, in hopes of bringing in a few more entrants. The price will be 50 cents per ticket, or three for \$1, or seven for \$2.

Fill out the form below and mail it, with the appropriate amount, to FL (address on masthead). Then, sit back and wait for your Tutor kit.

Name _____ Telephone _____ Number tickets _____
 Address _____ Amount enclosed _____

Special thanks are due from all raffle entrants to Eugene's Toy & Hobby of Eugene, Ore., which has made raffle prizes available to FL at cost. It's only one of many ways ET&H has helped out Northwest modelers over the years. ET&H, run by the Agerter family, has provided discounts on many prizes, operated the Regionals hobby shop, and advertized in FL faithfully. FL urges subscribers to support ET&H and other advertisers, because they support us.

PUTTING THE FUN BACK IN COMBAT (AND TAKING THE CARNAGE OUT)

Erstwhile combat flier Gene Pape of Eugene, Ore., has come up with the answer for the guys who are always saying, "Yeah, combat looks like fun but I can't afford to build all those airplanes."

Gene is a guy who throws up his hands and says "No more new events!" every time one is suggested. This time, however, he is gung-ho for a new event, and after trying it out with Gene on the club field, so is your FL editor.

Gene calls the event Northwest Sport Combat. It is designed so that nobody will ever need more than one airplane and one engine at any contest. The rules prohibit it -- and the scoring is designed to keep that one plane going all day long.

In a nutshell, the event is for Flite streak-type planes with Fox .35 engines only. Rules reward cuts and flying -- and penalize crashes, mid-air collisions and down time.

The first test of the new event was an exhibition after the April 13 Drizzle Circuit contest in Eugene. Gene, John Thompson and Bill Varner used two airplanes for a half dozen matches, without so much as a scratch on

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SPORT COMBAT, continued

either plane. Almost all the time was spent in the air.

This could be the laid-back combat event that AMA slow combat was supposed to be. A contest for this event may be put on later in the year in Eugene to try out the event.

Here are Gene's suggested rules:

NORTHWEST SPORT COMBAT

PURPOSE: To provide a combat event where the emphasis is on flying -- not on breaking airplanes. The event is intended for Sunday flying sessions so rules may be changed to suit local conditions. If this event is scheduled for a contest, a firm set of rules will be provided at that time.

MODEL SPECIFICATIONS: Aircraft must be sport-type aircraft, such as the Flite Streak, Ringmaster, Yak-9, etc. Models must be decorated to look like real aircraft. Model need not be a kit, but must be of a similar layout to the above kits. Models intended for AMA slow combat such as the Mongoos will not be eligible unless modified to resemble a full-scale aircraft. Final decision as to whether a model will be allowed to compete rests with the participants or contest director.

ENGINES: Fox .35 stunt only.

FUEL: 5% nitro sport fuel only.

LINES: Multi-strand .018" x 60'.

STREAMERS: Per AMA rules.

SCORING: Cuts = 1,000 points each. Air time = 1 point per second. Kill = same as cut, and also ends the match.

MATCH PROCEDURE: Matches will be flown according to normal AMA practice except that a kill ends the match. The winner will then be determined by the amount of cuts scored up until that time. Note that with cuts counting 1,000 points each, air time can only be used to break a tie.

CONTEST PROCEDURE: Contests will be run using the pyramid system which allows first round losers a second chance. Each contestant will be allowed only one model. In the event that a match winner breaks his model during that match, he forfeits his position to the last person he beat who still has a flyable model. This could be the person he just beat, or someone from a previous round.

UPDATED NORTHWEST 1980 COMPETITION STANDINGS

Below are the latest standings in events updated during April.

Flying Lines is keeping track of standings in all C+ competition events during 1980. The more popular events are broken into their classes and the others are combined. For those split into classes, there also will be overall standings published occasionally. The combat standings below are listed because the overall combat standings were not listed last month when the latest individual event standings were published.

Standings kept by Flying Lines are for Northwest contests and Northwest entrants. Points are awarded to those placing in the top four of any contest, based on the number of entries in the contest.

NORTHWEST SPORT RACE

(4 contests, 46 entries)

1. John Thompson	46
2. Rich Schaper	39
3. Tom Knoppi	14
Dave Green	14
Jim Cameron	14
6. Dan Burdick	12
7. Mike Hazel	11
8. Richard Simpson	10

OVERALL COMBAT

(5 contests, 22 entries)

1. Gene Pape	13
2. Bill Varner	9
3. John Thompson	8
Keith Awanski	8
Jeff Young	8
6. Jim Cameron	6
7. Rich Porter	4
8. Dick Salter	2

GOODYEAR

(1 contest, 5 entries)

1. Mike Hazel	5
2. Dave Green	4
3. Roger Simpson	3
4. Jim Cameron	1

OVERALL RACING

(7 contests, 63 entries)

1. John Thompson	55
2. Rich Schaper	39
3. Jim Cameron	26
4. Dave Green	18
5. Mike Hazel	16
6. Tom Knoppi	14
7. Dan Burdick	12
8. Richard Simpson	10
9. Bill Varner	9
10. Bruce Guenzler	8
11. Roger Simpson	3

"STUNTMAN" GREEN SETS GOODYEAR RECORD

Dave Green of Astoria, Ore., established the Goodyear (scale race) record for 70-lap heats on 60-foot lines with a 3:28 at the April 13 North-

RECORDS, continued

west Sport Race Drizzle Circuit contest in Eugene, Ore. Dave didn't let anybody else get even close to his heat time. That was the only record updated during April. There was no record for Goodyear heats because of the Jan. 1 line length change. Mike Hazel's 3:52 was the 52-foot line record for 80 laps.

Flying Lines has been keeping track of Northwest competition records since the 1979 Northwest Regional Controline Championships in May, 1979. They can be set by any Northwest flier in any AMA-sanctioned contest, though some documentation is requested from anyone claiming a record set out of the region.

Here are the complete records as of May 1, 1980:

1/2A MOUSE CLASS I	50-lap: 2:48 (Bill Varner)	100-lap: 5:50 (Bill Varner)
1/2A MOUSE CLASS II	75-lap: 3:54 (John Thompson)	200-lap: 11:39 (John Thompson)
GOODYEAR	70-lap: 3:28 (Dave Green)	140-lap: 7:53 (Mike Hazel)
SLOW RAT	70-lap: --	140-lap: --
RAT RACE	70-lap: 2:35.55 (Mike Hazel)	140-lap: 5:21 (Mike Hazel)
FAI TEAM RACE	100-lap: --	200-lap: --
NW SPORT RACE	70-lap: 3:53 (John Thompson)	140-lap: 7:40 (John Thompson)
1/2A SPEED: 80.33 mph (Wallace-Young)		JET SPEED: 165.83 mph (Mike Hazel)
A SPEED: 125.82 (Mike Hazel)		FAI SPEED: 88:05 (Scott Newkirk)
B SPEED: 149.67 (Mike Hazel)		FORMULA 40: 137.88 (Scott Newkirk)
C SPEED: --		PROFILE NAVY CARRIER: 208.78 (Marty Phillips)
1/2A PHOTO: 71.97 (Jeff Bell)		CLASS I NAVY CARRIER: 268.98 (Terry Miller)
FORMULA 21: --		CLASS II NAVY CARRIER: 319.65 (Orin Humphries)

NWSR, NWSRAT?

Responses received so far in the Flying Lines poll regarding the proposal to change to an all-Fox .35 Northwest Sport Race have been all positive. In addition, nearly everyone to comment has favored creation of a NW slow rat event. Both would become reality in December, 1981, if accepted.

For that reason, we've been doing some thinking about the slow rat event, and we'd like your input. The idea of the slow rat event is to provide a use for the current NWSR engines and planes, as well as to place a "stepping stone" because the beginner-oriented NWSR and the more technological AMA slow rat and rat race. Here is what we currently are thinking about for NW slow rat:

AIRPLANE: Profile fuselage, 24-inch minimum fuselage length, 300-square-inch minimum wing area, wing must be at least 1 inch thick. Canopy, horizontal stabilizer, elevator and vertical fin required. Out-board fuel tank, suction only. Landing gear required, configuration and wheel size optional, must be capable of ROG takeoff. (Note: No kit design required) Shutoffs, fast-fills, hot gloves permitted.

ENGINE: Plain-bearing .36 cu. inch max displacement, single-bypass engines, no trick carburetors. (Note: This allows toying with venturis, etc., but not AMA-type gadgetry).

OTHER: .013" x 60-foot stranded lines.

These rules are suggested intending that current NWSR gear would be competitive, particularly at the start, but those with the desire could tinker and come up with their own designs, and begin using the gadgetry, as they gain experience.

Send your comments about this proposal, additions, criticisms, etc., to FL. We plan to kick these ideas around with racers at the Regionals before publishing new rules for both events (if NWSRat is accepted).

CUSTOM CHROME PLATING AND HONING

P & G METAL SHOP

Gene Hempel

(Model Aviation's speed columnist)

301 North Yale Dr.

Garland, Texas

75042

Send S.A.S.E. for more information.

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MOUSE RACERS: Chrome plate your crankshafts for RPM increase. Each crankshaft custom fitted to your crankcase.

FLYAWAYS

(Random tips and ribs from the FL workshop floor.)

====Scott Newkirk of Seattle, Wash., has built several prototype .15 engines for speed and Goodyear. He plans to start producing them some time soon.

====Remember last month we told you that Fusite had sold the GloBee line to a firm called Twinn-K, Inc., of Indianapolis, Ind.? We wondered whether the Fireplug and other GloBee products would remain available. We have an answer that should make Fireplug owners and GloBee plug junkies breathe easier. Twinn-K is indeed producing the products again, and the FL editor's order for a new battery was quickly filled.

====Also in the product news department, we find with chagrin that Pactra Industries, maker of Aerogloss dope, Formula U and other products, has apparently gone out of business. A letter to Pactra regarding the Regionals came back "Return to Sender--Moved, left no address." A lamentable loss. Pactra was a major donator of Regionals prizes, by the way. ("Take the Plastic Balsa!")

====A new event is scheduled for the CLAMBash contest, June 15, in Astoria, Ore. It's called CLAM scale. Clam spokesman Bill Varner said the event will be a loose scale event, with three judges picking planes out of the crowd for trophies based on their appearance and flying. The planes must obviously look like real planes, but the "judging criteria" simply is the "best-looking plane." CLAMBash also will feature combat, sport race and stunt. Details will be announced later.

====Dave Gardner of Portland, Ore., reports that the Portland Aeroliners activity is at a low ebb, with field conflicts, conflicting schedules and what-not (see his letter in "Air Mail.") The bottom line is that there is probably not going to be a Portland CL Classic this year, unless something happens to get things moving. The end of an era...

WHERE THE ACTION IS

Here is the schedule of control-line competition events as of our deadline. If you know of a contest or informal event not listed here, remind the contest director to send details to FL for inclusion in the next edition of the contest calendar. No need to wait until the flyer is ready. Give us the outline now so people can start planning. FL also will publish flyers free of charge and report results. Fun-fly events can be listed too.

- May 24-25....EUGENE, Ore. -- Northwest Regional Controline Championships (AAA). Navy Carrier (all classes), precision aerobatics (2 FAMPA classes), speed (all classes), NW Sport Race, AMA rat race, slow rat race, scale race (Goodyear), AMA combat, FAI combat, slow combat, mouse race (unofficial) and 1/2A combat (unofficial). Contact Gene Pape, 4528 Souza St., Eugene, OR, 97402 (503) 689-1623. Sponsored by Eugene Propspinners in cooperation with all Northwest CL clubs. Site: Mahlon Sweet Airport. Trophies and merchandise prizes.
- June 15.....ASTORIA, Ore. -- CLAMBash '80. AMA combat, slow combat, 1/2A combat, Northwest Sport Race, CLAM scale (loose scale event for sport scale planes). Site: John Warren Stadium. Contest Director: Dave Green, 200 W. Franklin Ave., Astoria, OR 97103 (503) 325-7005. (Events tentative at FL deadline.)

THE FLYING FLEA MARKET

(Classified ads)

FOR SALE -- Fox .45 BB R/C, \$40. NEW. Sterling F6F Hellcat kit, \$20. Sig Akrobat kit, \$22. All items purchased at full retail price. Will send C.O.D. to anyone interested. Bill Skelton, P.O. Box 105, Warrenton, Ore., 97246 (503) 861-1033. Write or phone.

SOMETHING FOR (ALMOST) NOTHING -- In order to stimulate interest in this swap-shop feature, we offer all new subscribers or persons renewing subscriptions the right to one free classified ad, a \$1 value. Send with your subscription.

HAPPY BIRTHDAY DEAR FLYING LINES...

Yes, this is issue No. 13, a full year after the first issue of Flying Lines. The newsletter now penetrates every CL event, every U.S. region, Canada and even Australia, and is widely circulated among Northwest and California competitors and sport fliers. A success? We think so!

The time is now, however, for all of you who have supported us so faithfully for a year to take a deep breath and pledge another year's support. This newsletter would not publish without your dollars for subscriptions and your contributions of letters, photos, articles and general miscellany.

When your mailing label says it's time, please renew. And sign up a

BIRTHDAY, continued

friend. And send a letter telling us how things are in your parts, an article about something you know about, or a photo of your last flying session.

Now for some kudos. We can't possibly list everybody who has helped out. Many of you have sold subscriptions, contributed materials, helped with FL-sponsored events, entered our benefit contest, and just offered kind words to keep us going. Lately, you've entered our benefit raffle, further helping to keep us going.

It is time to list some special names, though. As our publisher wrote recently, it would cost almost \$10 per subscriber to send you this monthly bulletin without some special help. That's why the raffles, benefit contests, etc.

Since our first announcement of publication, the gap between subscription income and expenses has been primarily made up by the generosity of the model aircraft industry, which has purchased advertising and in the process kept FL flying. The companies listed below are special companies, because they are the companies who have told us, through their financial support, that they care about control line model aviation. They deserve our special support.

We're talking about Eugene's Toy & Hobby, Chop's Products, DJ's Hobbies, Kustom Kraftsmanship, P&G Metal Shop, Satellite City (Hot Stuff), Interlake Hobbies, Hobbyland (Portland), Hobby House, Scott Newkirk Frogs, Hobbies, Etc., and Twinn-K Enterprises.

There's one more group of people without whom FL wouldn't be the well-rounded newsletter it is -- the columnists who have faithfully shared their knowledge with no reward other than a free subscription and the sight of their names in print. We urge every FL subscriber to send a card or letter to the columnist of their choice with thanks for the job well done.

FL columnists and helpers will be the guests of honor at a special "Happy Birthday FL" hamburger barbecue bash May 25, the Sunday concluding the Regionals. All FL subscribers are invited to attend, on a BYO basis (the columnists need only bring their bodies). The site is the John Thompson residence, 1411 Bryant Ave., Cottage Grove, Ore., and the time is an hour or so after the contest ends. Cottage Grove is a little town 20 miles south of Eugene, just a few minutes down the freeway from the flying field. See JT at the contest for directions.

THE FL STAFF

Flying Lines is published monthly by the following dedicated volunteers.
Publisher.....Mike Hazel Stunt.....Rich Schaper Carrier...Orin Humphries
Editor.....John Thompson Combat....Buzz Wilson Speed.....Mike Hazel
Photo Editor..Chris Genna Sport.....Chris Genna Racing....Mike Hazel
Scale.....Dave Haught
Contributing editors.....Every Northwest control-line modeler.

AIR MAIL

DEAR FL:

The Aeroliners' activity has run to a low ebb, as you may have noticed. I don't really know what the problem is. It's hard to take a survey when there's no one at a meeting. In the main, the Aeroliners are not a competitive-oriented group, but more than that, I feel that the hassle with the Delta Park field, relative to baseball, has been the biggest discouragement.

When the weather is worth a damn for flying, there's a group of ball players out there, doing everything from stepping on lines to parking on the hard circle. It's a tough game to fight when you're outnumbered 10 to 1, and the Park Commission is on the side of the ballplayers, no matter what size or shape the ball.

Frankly, I haven't talked to anyone in C+ activity, except Rick Railston from Yakima, in four months. He's a stunt flier and I cover that territory, so we get together. Al Zion is mostly into RC, and no competition. Jim Zehring apparently has been involved with other things. I don't run into the Vancouver and/or Longview guys, so I don't know what's going on up there...

To close this up, please put me on the list for Flying Lines. I would like to know what's going on... (You came to the right place -- Ed.)

If anything further comes up, I'll let you know. Maybe the Northwesters will have a CL contest. Half the FFers used to fly control line.

--Dave Gardner, 17870 Shasta Trail, Tualatin, Ore., 97062

DEAR FL:

Thought I would send a flash that just came in. On the second of December in sunny Southern California Dick Perry set a new profile carrier record of 263.00. This is five points over the old record of 258. Dick used an OS .36FSR (Tune-Hill) for this.

Also, there is more and more comment about using PAMPA style classes in the profile carrier event and I would like to get the reactions of anyone interested in commenting on this. So, I am making up a questionnaire, if you would care to print it.

AIR MAIL, continued

Also, would there be any interest in running carrier at the Regionals this way?

The classes would be profile JSO (beginner) and JSO (expert) with the option of entering in expert if so desired. Experts would be classed according to previous experience. (Remember, I keep records). This is already being planned for the Midwest Carrier Championships in Illinois.

SURVEY

Would you like to see profile carrier run in classes similar to PAMPA?
 Yes No

Would you like to try this at the next NW Regionals? (Editor's note: This would be 1981, since the 1980 event already is sanctioned.)

 Yes No

Send surveys to Bill Skelton.

--Bill Skelton, NCAC Dist. XI, P.O. Box 105, Warrenton, OR 97146

DEAR FL:

You and Mike are due a great deal of praise for the Flying Lines effort. It gets better every month. The information is great and very useful. What are the possibilities of some scoop on the latest tricks in mouse race?

For the record, I am for shutoffs on NWSR planes. They are easy and improve races as well as add a safety factor. I also favor the use of Fox .35 engines, especially if you can get them at a discount. As far as a slow rat event is concerned, I am neutral.

I plan to compete in events after Regionals this year. NWSR is one of the most appealing events to these tired bones.

I trust you received the event list sent about a month ago. (Editor's note: No! Tell us!). I ran across your letter tonight and that reminded me. I have asked Don (Dodd, regional contest coordinator) to send you an update when he has the input to justify the letter. If it doesn't happen, let me know. In the meantime, think control-line!

--Homer Smith, AMA district vice president, 1417 N.W. 191st St., Seattle, Wash., 98177.

DEAR FL:

Enclosed is a check for \$6. Please enter a one-year subscription to your speed newsletter in my name.

I read about your newsletter in Gene Tempel's column (Model Aviation). Perhaps your newsletter will help to revive my favorite contest event.

--Roy H. Nesson, 25321 Mackenzie St., Laguna Hills, Calif., 92653

(Editor's note: We hope Roy isn't disappointed to find that FL covers all CL events. We trust Mike Hazel's "Speed Scoop" column will whet Roy's speed appetite...maybe we'll see him at this year's Regionals.)

DEAR FL:

Before I forget again, here's \$2 for three raffle tickets and \$6 for our renewal...Looks like you're off to a good start this year!

Mouse is only unofficial at the NW Regionals? Boo! And you want us to donate prizes? Ha! P.S.: OK, we'll send something.

--Greg Holland, Chop's Products, 306 Yardley Commons, Yardley, PA 19067

HOBBY SHOP DIRECTORY

SEATTLE AREA

INTERLAKE HOBBIES -- Control-line and RC supplies, specializing in parts. 1406 N. 80th St., Seattle, WA 98103. (206) 525-6757. Owned by the Reifel family. "If we don't have it, we will get it."

HOBBY HOUSE -- Control-line, free-flight and RC supplies. 10011 Holman Road NW, Seattle, WA Owned by Allyn Johnson (206) 782-1809.

HOBBIES, ETC. -- Specializing in U-control, free-flight and RC. Complete stock of engine parts. 16661 Redmond Way, Dept. FL, Redmond, WA 98052. (206) 883-2811.

PORTLAND AREA

HOBBYLAND -- 20 years serving all model aviation enthusiasts. 4503 N. Interstate Ave., Portland, OR 97217. (503) 287-4090. Owned by Ken Thorstad.

(Hobby Shop Directory listings are presented as a service to area model aviators who want to know where to go for their CL supplies. If your favorite shop isn't listed here, show them your copy of Flying Lines and suggest they sign up. Ad rates listed elsewhere in the newsletter. Support FL advertisers -- they support us.)

AD RATES

Advertisements in Flying Lines cost \$5 per issue for a half page, \$3 per issue for a quarter page, \$10 a year for Hobby Shop Directory listing, and \$1 per five lines of classified ads.

DEAR FL:

Just read the latest issue and almost came unglued.

It seems some profile carrier flier has lost his memory and as a result got everything all screwed up. I really don't mind people talking or writing about me as long as they present the unvarnished truth. I do take exception to half-truths and/or distorted accounts of what has occurred.

He didn't remember correctly, as the airplane I flew in 1978 was a Mon-goose with the nose area reinforced. As the mid-air collision occurred I was gliding down to make a landing when hit from behind by some other airplane. At that time I was six to eight feet off the ground. Oh, yes, I had just passed someone who was flying very slow and low when my engine ran out of fuel so I was unable to get down quicker so as to avoid being hit from behind. Somehow in my many years of racing I always thought it was the responsibility of the overtaking pilot to avoid mid-air crashes. The crash occurred through no fault of my flying. However, I could have avoided the crash had I been using a shutoff. I would have pitted several laps earlier when traffic would have allowed me to safely get down. There are advantages to shutoffs.

Maybe Northwest people don't want shutoffs on their racing airplanes. That's their choice. All I have tried to accomplish is to make people aware of these advantages.

I am sure that the racing people will decide just how they want their event to be flown. Let the hot (ha-ha) 90-mph profile carrier airplanes compete with me in AMA slow rat, maybe even a special match race would be in order. Or perhaps a course in how to improve your memory would be better...

--Vic Garner, P.O. Box 573, Livermore, Calif., 94550.

(Editor's note: The rest of us would be well-advised to stand back when Vic and Bill Skelton cross paths at this year's Regionals. Bring your own gloves, guys. Does AMA insurance cover boxing injuries? Maybe somebody ought to ask Rich Schaper, the "other airplane" in the famous 1978 disaster, to comment. Maybe he would referee?)

DEAR FL:

In response to Orin Humphries' column where he deals with the ST MAG carburetor, he is quite correct with his description of how it operates. For some unknown reason it seems to adjust completely bass-ackwards of any accepted practice.

He could have carried it one more step if he had stated that the initials M.A.G. stood for "Madly Aggravating Gadget."

--Bill Skelton, P.O. Box 105, Warrenton, Ore., 97146.

DEAR FL:

Enclosed is \$6 for renewal. Please send me your prices for advertising. I will want to do some in the very near future. I'm about to start making the .15 I had the prototype of at Carkeek (March 9, Seattle). I've gotten my funding put together.

P.S.: Do you guys want to get together for some practice flying some time?

--Scott Newkirk, 9543 Interlake N., Seattle, WA 98103.

(Editor's Note: Answer to Question 1: See ad rates listed elsewhere in newsletter. Answer to Question 2: Yes!)

DEAR FL:

...I like the new logo for the column. Thanks, guys.

Say, about atmosphere changes and needle valves, referring to the editorial comment on the subject. In a small space, you can't set out all of the variables. The fuels I did my tests with were at or below 30% nitro. I have no idea how the high nitro fuels behave. Mike, being a speed man, might shed some light. But what I said about needle changes for the fuels I use, you can take to the bank. Let me explain it this way. For a given cylinder full of air, there are just so many oxygen molecules. If conditions increase the oxygen content of the cylinder, you must increase the fuel content proportionately, and vice versa. The things that decrease the oxygen content are increasing temperature, increasing humidity, and decreasing pressure. The adjustments I recommended aren't just folklore, I am repeating; I actually tried it and found this last fall, for what it's worth.

Thanks for putting the whole long article in...I guess I owe the other columnists.

See you in Eugene.

--Orin Humphries, 5208 North Elgin, Spokane, WA 99208

PHOTOS? STAY TUNED...

We're sorry to say we were unable to produce photos for this edition of FL, but we do have some nifty shots from the last Drizzle Circuit contest for a future issue. Also upcoming will be shots of the 1980 Northwest Regional Control-Line championships.

Also resuming next month will be our regular specialty columns, left out this month because of space and availability problems. That's what happens once in a while in an all-volunteer project.

NORTHWEST REGIONAL CONTROL LINE CHAMPIONSHIPS

MAY 24 & 25 1980

EUGENE, OREGON

SPONSORED BY THE EUGENE PROPSPINNERS IN COOPERATION
WITH OTHER NORTHWEST AREA CONTROL LINE CLUBS

AMA AAA SANCTION NUMBER 323

EVENT SCHEDULE

SATURDAY

PROFILE CARRIER (JR-SR)(OP) 9:00-1:00
 CARRIER I & II COMB. (JSO) 9:00-1:00
 SLOW COMBAT (JR) 9:30-10:30
 AMA RAT RACE (JSO) 9:00-10:30
 GOODYEAR (OP) 10:30-11:30
 AMA SLOW RAT RACE (JSO) 11:30-12:30
 SLOW COMBAT (SR-OP) 11:30-2:00
 GOODYEAR (JR-SR) 1:00-2:00
 FAI COMBAT (JSO) 2:00-3:00
 NW SPORT RACE (JR-SR) 2:00-3:00
 NW SPORT RACE (OPEN) 3:00-5:00

SUNDAY

PROFILE CARRIER (JR-SR)(OP) 9:00-1:00
 CARRIER I & II COMB. (JSO) 9:00-1:00
 SPEED: 1/2A, A, B, D-JET COMB,
 FORMULA 40, FAI (EACH JSO) 8:00-5:00
 FORMULA 21, 1/2A PROTO (JR)
 PRECISION AEROBATICS 9:00-5:00
 AMA FAST COMBAT (JSO) 9:00-5:00

REGISTRATION OPENS AT 8:00 AM AND CLOSES AT NOON

- * AMA MEMBERSHIP IS REQUIRED FOR ALL PARTICIPANTS.
AVAILABLE AT REGISTRATION
- * ONLY CONTESTANTS, HELPERS, AND OFFICIALS ARE ALLOWED IN FLYING AREA
- * ALL OTHER PEOPLE MUST STAY OUTSIDE OF ROPED AND FENCED OFF AREAS.
- * NO ALCOHOLIC BEVERAGES ALLOWED ON THE FIELD DURING MEET HOURS.
- * NO PARKING ON GRAVEL IN FRONT OF FUEL DEPOTS.
- * OVERNITE CAMPING ON THE SITE OK. RV RIGS PLEASE PARK IN THE PAVED LOT ACROSS FROM THE DOMED GRASS CIRCLE. CARS MAY ALSO USE THIS AREA
- * RESTROOMS ARE LOCATED IN AIRPORT TERMINAL AND TOWER BUILDINGS
- * CONCESSION TRUCK WILL BE AT THE SITE IN THE AFTERNOONS.
- * FAST COMBAT WILL BE FLOWN DOUBLE ELIMINATION.
- * NORTHWEST SPORT RACE: SINGLE BYPASS PORT PLAIN BEARING ENGINE, .36 MAX, STOCK PROFILE KITS, NO PRESSURE, NO SHUTOFFS, ETC.
WRITE CONTEST DIRECTOR FOR FULL RULES.
- * PRECISION AEROBATICS: FLOWN IN FOLLOWING PAMPA CLASSES:
BEGINNER-INTERMEDIATE COMBINED, AND ADVANCED-EXPERT COMBINED
FLOWN ON DOMED GRASS CIRCLE
- * SCALE EVENT MAY BE FLOWN DEPENDENT ON ADVANCE ENTRY COMMITAL.
CHECK WITH THE CONTEST DIRECTOR.
- * UNOFFICIAL MOUSE RACE EVENT WILL BE FLOWN AFTER COMPETITION ON SATURDAY. CHECK AT REGISTRATION FOR MORE DETAILS.
- * ENTRY FEES: JR & SR \$3, W/ ONE EVENT, \$1 FOR EACH ADDITIONAL
OPEN \$5, W/ ONE EVENT, \$2 FOR EACH ADDITIONAL
- * AWARDS: TROPHIES AND MERCHANDISE
- * SITE: MAHLON SWEET AIRPORT, EUGENE, OREGON

FOR FURTHER INFORMATION CONTACT:

CD: GENE PAPE		MIKE HAZEL		FLYING LINES N/L
4528 SOUZA STREET		1319 ASPEN STREET		1411 BRYANT AVENUE
EUGENE, OR 97402	OR	EUGENE, OR 97401	OR	COTTAGE GROVE, OR 97424
(503) 689-1623		(503) 726-1185		